

THE WEEKLY OF BUSINESS AVIATION

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SENATE CONFIRMS DONALD ENGEN AS FAA ADMINISTRATOR

U.S. Senate Thursday confirmed Donald Engen as FAA Administrator. Senate confirmation of Engen followed earlier Congressional approval of legislation permitting him to retain his commission as a U.S. Navy vice admiral while serving at FAA (*BA*, April 2/106). President Reagan signed that bill last week. It permits Engen, who retired from the Navy in 1978 after 36 years of service, to retain his military retirement benefits. Special legislation was required because the Federal Aviation Act of 1958 specifies that the FAA Administrator be a civilian at the time of his appointment. Engen has been a member of the National Transportation Safety Board since 1982. Transportation Department officials said they did not know when Engen would move to FAA, but he could be sworn in as early as this week. Michael Fenello has been acting FAA administrator since J. Lynn Helms left the agency at the end of January.

PIPER TO DECIDE BY MAY 1 ON TRANSFER OF ALL OPERATIONS TO FLORIDA

Piper Aircraft officials told employees the company will decide by May 1 whether to consolidate all its Pennsylvania operations into its Florida facilities. In a memo to workers late last month, Piper President Max Bleck said that for the past two and one-half years low sales have forced Piper to reduce employment and "operate its plants at approximately 20 percent of capacity. During this period, the company has been in a loss situation, and we have considered many alternative solutions to return the company to profitability. Among the items now under consideration is the possible consolidation of Pennsylvania operations into the Florida facilities." Bleck said the consolidation is being studied "because the latest industry and company forecasts indicate our current production capacity far exceeds our needs in the foreseeable future. A decision on this matter is expected by May 1."

Piper has been headquartered in Lock Haven since 1937 when William T. Piper moved the company into a converted silk mill there after an earlier aircraft plant in Bradford, Pa. was destroyed in a fire. Bleck and many of Piper's top officers moved their offices to Florida and bought homes there several years ago. There are about 650 Piper employees in Lock Haven, where the Mojave, various Cheyenne turboprop models and the T-1040 are built, and another 250 at the metals fabrication plant in Quehanna, Pa. A Piper fabric shop in Renovo, Pa. was closed about a year ago. Piper has about 1,050 workers at its Vero Beach plant and about 1,150 in Lakeland, Fla.

BEECH CANCELS CONTRACT WITH EDO UNIT FOR STARSHIP WINGS

Beech Aircraft Corp. has terminated a \$5 million contract with EDO Corporation's Fiber Science Division in Salt Lake City, Utah for development and construction of the main wings for the prototype Beech Starship I composite aircraft. EDO issued a statement Thursday afternoon that said Beech was "terminating the development and prototype manufacturing effort." EDO said "while Beech has not formerly stated its reasons for this action, the company believes that Beech decided to pursue a more conventional approach within its own facilities."

A Beech spokesman confirmed the contract cancellation and said Beech will be "bringing that portion of the program in-house." He said the move "gives us better control." Asked if the change will impact the

(Continued on the following page)

Turbo - Jet Accidents

Corporate Operators	1979	1980	1981	1982	1983
Accidents	11	7	9	3	7
Fatal Accidents	2	1	3	0	3
Fatalities	11	2	16	0	11
Commercial/Business/ Other Operators	1979	1980	1981	1982	1983
Accidents	8	10	6	7	7
Fatal Accidents	4	4	2	2	2
Fatalities	4	9	3	7	4

LSI NAMES WYMA TO HEAD AIRCRAFT GROUP, INCLUDING PIPER — Robert J. Wyma, 53, has been elected a corporate vice president of Lear Siegler Inc. and will be responsible for a newly created aircraft group. "Reporting to him in his new capacity will be Piper Aircraft Corp., which became part of LSI in the February acquisition of Bangor Punta Corp. He will maintain offices at the Piper facility in Vero Beach, Fla.," LSI said.

Wyma has been president of LSI's Instrument Division in Grand Rapids, Mich. for the past five years. He joined the division in 1958 and held various engineering and manufacturing positions before being named president in 1979. Wyma holds a B.S. degree in electrical engineering from Michigan State University.

TAKEOFF, LANDING PHASE ACCIDENTS INCREASED IN 1983 — Seventy-five percent of turbojet and turboprop aircraft accidents in the U.S. last year involving corporate/executive and business operators occurred in the takeoff or landing phases of flight—a significant increase over previous years—according to statistics developed by Robert E. Breiling, vice president of SimuFlite Training International Inc. Breiling detailed the accident data during a presentation last week to the Flight Safety Foundation's 29th Corporate Aviation Safety Seminar in Montreal (*see charts on the backs of Pages 114-116 and 118-119*).

Breiling said 53 percent of all turbojet and turboprop accidents in 1983 occurred in the landing phase, "a much higher percentage than prior years or than the average, 1970 to 1980." He noted that a number of those accidents "involved adverse runway conditions such as wet, icy or snow-covered surfaces" while others involved non-adherence to proper speed control resulting in stall above the runway, landing short, or landing long and fast. Several overshoots resulted from thrust reverser malfunction or failure.

Takeoff accidents and incidents also increased, many of which involved weather-related factors such as extremely low visibility and slippery runway conditions. Three accidents in the takeoff phase were attributed to crew training or check out when aircraft control was lost due to improper steering control or practicing an engine failure on takeoff.

PIPER FOUND LIABLE IN CHEYENNE CRASH SUIT — A federal judge has found Piper Aircraft Corp. liable for damages in a lawsuit stemming from an accident involving an early model Cheyenne turboprop aircraft. Judge William J. Campbell of the U.S. District Court for the Southern District of Florida in West Palm Beach, said amount of damages to the plaintiffs will be determined in a trial scheduled to begin April 16.

The lawsuit was first filed in 1978 by the families and heirs of three of four passengers killed in the crash of a Cheyenne in Ireland on Nov. 12, 1976. The plaintiffs charged that the Cheyenne had some safety defects, specifically with its longitudinal stability and flight characteristics at aft c.g. (*BA, Jan. 2/3*). Since the 1978 filing, courts repeatedly asked Piper to produce documents dealing with the testing and development of the aircraft. "It is now undisputed that Piper had such documents in its possession at one time and the only conclusion is that they were either disposed of in some manner or intentionally withheld," Campbell said. Because Piper "consistently disobeyed orders, obstructed discovery, delayed proceedings and made misrepresentations to the court," it forfeited its right to defend itself in the suit, Campbell said.

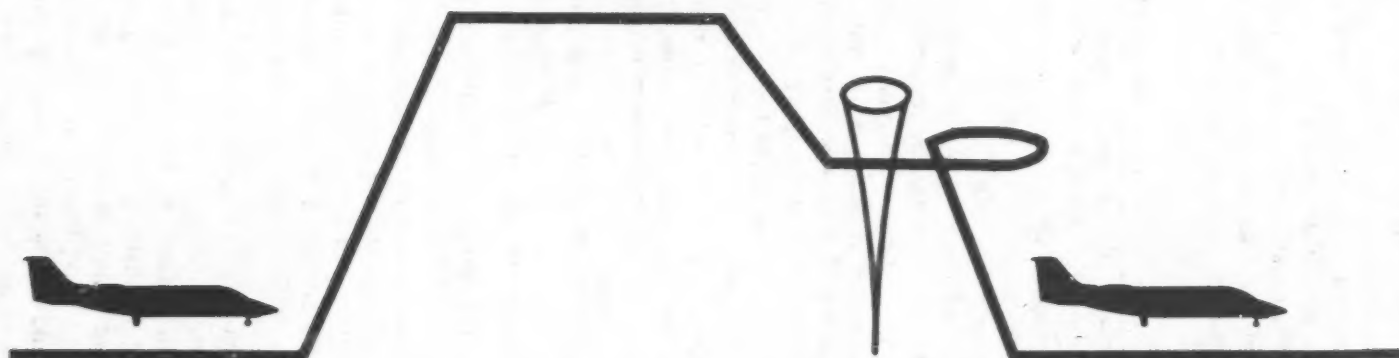
Bangor Punta Corp., Piper's parent company, said Piper would try to appeal the judge's ruling.

NTSB URGES SEPARATION OF MAINTENANCE, INSPECTION FUNCTIONS — National Transportation Safety Board has recommended that FAA place more emphasis on existing requirements for separation of maintenance and inspection functions. Referring to accidents involving a Sierra Pacific Airlines DHC-6 on Feb. 15, 1983 and an Air Illinois HS748 crash on Oct. 11, 1983, NTSB said FAA should issue an air carrier maintenance order emphasizing the need for inspectors to require during the certification process that manuals and organization structure conform to regulatory requirements—the separation of maintenance and inspection functions. FAA inspectors also need to conduct surveillance to verify the air carriers are separating the two, the board said. Airlines also need to be told again that mechanical irregularities are to be recorded in maintenance logs, and FAA inspectors should be aware of the need to verify that this is being done, NTSB said.

Turbo - Prop Accidents

<u>Corporate Operators</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>
Accidents	10	23	23	12	11
Fatal Accidents	6	7	9	2	3
Fatalities	12	32	26	13	12
Single Pilot Operators	9	19	14	10	9
<u>Business/Operators</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>
Accidents	9	7	11	12	5
Fatal Accidents	5	3	5	2	1
Fatalities	14	10	24	7	1
Single Pilot Operators	9	7	11	12	5

CORPORATE ACCIDENTS BY FLIGHT PHASE



	Takeoff	Climb	Cruise	Descent	Approach	Landing
1970-1980	13%	9%	6%	6%	33%	30%
1981	17%	8%	5%	4%	25%	40%
1982	15%	7%	7%	5%	22%	44%
1983	22%	2%	5%	2%	14%	53%
AIR CARRIER						
1979-1983	11%	11%	12%	2%	17%	39%

BUSINESS/PERSONAL AIRCRAFT INDUSTRY - MARCH UNIT SHIPMENTS

	March 84	Cal. Year	Fisc. Year		March 84	Cal. Year	Fisc. Year
BEECH AIRCRAFT CORP.				CESSNA/REIMS AVIATION			
• Single-Engine				• Single-Engine			
BE-77 Skipper	0	0	1	CE-F152	1	1	1
BE-C23 Sundowner	0	3	6	CE-F152 Aerobat	0	0	4
BE-C24R Sierra	0	1	1	CE-F172 Skyhawk	1	2	3
BE-F33A Bonanza	2	7	10	CE-FR172 Hawk XP	0	0	0
BE-V35B Bonanza	1	1	1	CE-F182 Skylane	0	0	0
BE-A36 Bonanza	8	33	52	CE-F182RG Skylane RG	0	0	0
BE-B36TC Bonanza	3	14	30				
• Multi-Engine				TOTAL			
BE-B55 Baron	2	3	7		69	192	379
BE-E55 Baron	1	1	1	Manufacturers net billing - \$24,764,192			
BE-58 Baron	6	12	22	AVIONS-MARCEL DASSAULT			
BE-58TC Baron	0	0	1	• Multi-Engine			
BE-58P Baron	3	6	8	AD-My.10 Falcon	0	3	0
BE-76 Duchess	0	0	1	AD-My.20 Falcon	0	0	1
BE-860 Duke	0	0	0	AD-My.200 Falcon	1	1	3
BE-C99 Airliner	0	3	11	AD-My.50 Falcon	2	5	5
BE-C90-1 King Air	1	2	4				
BE-F90-1 King Air	2	4	11	TOTAL			
BE-B100 King Air	0	0	0		3	6	9
BE-200 Super King Air	4	12	27	DEHAVILLAND AIRCRAFT OF CANADA			
BE-200C Super King Air	0	0	1	• Multi-Engine			
BE-200T Super King Air	0	2	3	DHC-5	0	0	0
BE-1900C Commuter	3	6	6	DHC-6	2	3	4
				DHC-7	0	5	7
TOTAL	36	110	204				
Manufacturers net billing - \$24,256,451				TOTAL			
					2	8	11
BRITISH AEROSPACE				EMBRAER			
• Multi-Engine				• Single-Engine			
BAe Jetstream 31	1	4	7	EMB-200	0	0	5
HS-748	0	0	3	EMB-201 Ipanema	0	3	7
BAe 146-100	1	1	4	EMB-710 Carloca (PA-28-235 Dakota)	0	0	1
BAe 146-200	0	1	2	EMB-711 Corisco (PA-28RT-201 Arrow)	2	4	9
HS-125-700 Model A	1	1	3	EMB-712 Tupi (PA-28-181 Archer II)	0	1	2
HS-125-700 Model B	0	1	3	EMB-720 Minuano (PA-32-310 Saratoga)	1	2	3
				EMB-721 Sertanejo (PA-32R-301 Saratoga)	0	2	2
TOTAL	3	8	22	• Multi-Engine			
PILATUS BRITTEN-NORMAN LTD.				EMB-110 Bandeirante	1	4	13
• Multi-Engine				EMB-121 Xingu	0	0	2
BN-2 Islander	1	1	4	EMB-8100 Seneca II	0	7	13
BN-2T Islander	2	2	8	EMB-820 Chieftain	0	1	1
Mark III Trislander	1	1	2				
				TOTAL			
TOTAL	4	4	14		4	24	58
(Exports: 2 BN-2T to United Kingdom 1 BN-2 to Taiwan 1 Mark III to Ecuador)				FAIRCHILD AIRCRAFT CORP.			
CANADAIIR LIMITED				• Multi-Engine			
• Multi-Engine				Merlin III-C	0	1	6
CL-600 Challenger	0	1	1	Merlin IV-C	0	1	2
CL-601 Challenger	2	4	12	Metro III	2	3	15
				Expediter	0	0	5
TOTAL	2	5	13				
CESSNA AIRCRAFT CO.				TOTAL			
• Single-Engine					2	5	28
CE-152	8	8	9	Manufacturers net billing - \$4,178,000			
CE-A152 Aerobat	0	0	1	GATES-LEARJET			
CE-172 Skyhawk	15	39	79	• Multi-Engine			
CE-172 Cutlass	2	3	6	LR-250	0	0	1
CE-172RG Cutlass	1	3	13	LR-29	0	0	1
CE-182 Skylane	4	14	34	LR-35A	0	0	8
CE-122 Turbo Skylane	0	1	1	LR-36A	0	0	0
CE-182RG Skylane RG	3	4	10	LR-55	2	3	14
CE-182RG Turbo Skylane RG	0	7	7				
CE-185 Skywagon	6	7	13	TOTAL			
CE-U206 Stationair 6	6	15	23		2	3	24
CE-TU206 Turbo Stationair 6	3	6	11	GULFSTREAM AEROSPACE			
CE-208 Stationair 8	2	4	7	• Single-Engine			
CE-TU208 Turbo Stationair 8	0	0	1	GR-1159A Gulfstream III	4	10	19
CE-210 Centurion	2	8	13	AE-840 Turbo Commander	0	0	1
CE-T210 Turbo Centurion	1	17	21	AE-900 Commander 900	0	1	10
CE-P210 Pressurized Centurion	1	7	21	AE-980	0	0	0
CE-188 AgHusky	1	1	2	AE-1000	0	1	4
CE-188 AgTruck	1	1	2				
• Multi-Engine				TOTAL			
CE-303 Crusader	4	10	18		4	12	34
CE-335	0	0	0	Manufacturers net billing - \$44,371,000 (Exports: 1 G-III to Senegal)			
CE-340	0	5	6	ISRAEL AIRCRAFT INDUSTRIES			
CE-402	2	3	7	• Multi-Engine			
CE-404 Titan	0	0	0	1124 Westwind I	1	2	8
CE-414 Chancellor	0	5	7	1124A Westwind II	1	1	9
CE-421 Golden Eagle	1	2	3				
CE-425 Conquest I	0	3	11	TOTAL			
CE-441 Conquest II	0	2	12		2	3	17
CE-500 Citation I	0	0	2				
CE-550 Citation II	1	6	16				
CE-650 Citation III	3	8	15				

	March 84	Cal. Year	Fiscal Year		March 84	Cal. Year	Fiscal Year	
LAKE AIRCRAFT				Multi-Engine				
• Single-Engine				PA-23-250	Aztec	0	0	0
LA-4-200EP	3	3	12	PA-31-310	Navajo	0	0	0
LA-250 Renegade	0	1	2	PA-31-325	Navajo C/R	0	0	1
TOTAL	3	4	14	PA-31-350	Chieftain	5	8	16
Manufacturers net billing - \$302,793				PA-31P-350	Mojave	7	10	20
MAULE AIRCRAFT				PA-31T-501T	Cheyenne I	0	0	2
• Single-Engine				PA-31T-501T	Cheyenne IA	0	1	4
M-5-180C	0	0	0	PA-31T-620	Cheyenne II	0	0	1
M-5-200	0	0	1	PA-31T2-620	Cheyenne II XL	0	1	6
M-5-235C Lunar Rocket	1	1	3	PA-42-720	Cheyenne III	0	0	1
M-6-235	1	1	1	PA-42-720	Cheyenne IIIA	2	5	8
TOTAL	2	2	5	PA-34-220T	Seneca III	9	17	45
Manufacturers net billing - \$97,637				PA-44-180	Seminole	0	2	2
MAULE AIR INC.				PA-44-180T	Turbo Seminole	1	1	1
• Single-Engine				PA-600A	Aerostar	0	0	0
M-7-235 Super Rocket	2	5	7	PA-601B	Aerostar	0	0	0
TOTAL	2	5	7	PA-601P	Aerostar	0	0	1
Manufacturers net billing - \$101,687				PA-602P	Aerostar	0	0	0
MITSUBISHI				PA-700P	Aerostar	2	3	4
• Multi-Engine				PA-T1020		0	0	7
Solitaire	0	0	0	PA-T1040		1	1	2
Marquise	0	0	2	TOTAL		70	152	343
Diamond	*	3	11	Manufacturers net billing - \$16,999,873				
TOTAL	0	3	13	SHORT BROTHERS LTD.				
MOONEY AIRCRAFT CORP.				• Multi-Engine				
• Single-Engine				SBJ-CS-7 Skyvan		1	1	1
M-20J 201	9	16	38	SD-3-30		1	2	2
M-20K 231	6	12	40	SD-3-60		10	11	20
TOTAL	15	30	78	TOTAL		12	14	23
(Exports: 1 201 to Australia and Thailand 1 231 to Switzerland)				SINGLE-ENGINE				140
PIPER AIRCRAFT CORP.				MULTI-ENGINE				363
• Single-Engine				GRAND-TOTAL				738
PA-18-150 Super Cub	0	0	0					97
PA-38-112 Tomahawk	0	0	6					227
PA-28-161 Warrior	13	26	63					558
PA-28-181 Archer II	10	31	55					237
PA-28-236 Dakota	2	7	14					590
PA-28RT-201 Arrow IV	0	0	0					1,296
PA-28RT-201T Turbo Arrow IV	3	10	18					
PA-32-301 Saratoga	3	4	7					
PA-32-301T Turbo Saratoga	0	0	2					
PA-32R-301 Saratoga SP	1	3	16					
PA-32R-301T Turbo Saratoga SP	1	4	13					
PA-46-310P Malibu	10	18	28					
PA-36-375 Pawnee Brave	0	0	0					

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

	1984	March 1983	1982	1984	Calendar Year 1983	1982	1984	Fiscal Year to Date † 1983	1982
Beech	36	39	72	110	81	197	204	183	475
British Aerospace	3	3	1	8	5	6	22	12	17
Britten-Norman	4	1	2	4	1	8	14	7	16
Canadair	2	*	*	5	*	*	13	*	*
Cessna	69	87	286	192	306	726	379	643	1,652
Dassault	3	2	8	6	7	24	9	28	41
DeHavilland	2	*	*	8	*	*	11	*	*
Embraer	4(1)	10(4)	11(4)	24(7)	25(9)	52(18)	58(28)	58(23)	100(35)
Fairchild	2	2	7	5	4	18	28	23	54
Gates	2	4	14	3	7	26	24	35	70
Gulfstream	4	8	8	12	16	17	34	47	58
Israel	2	1	*	3	2	*	17	2	*
Lake	3	4	0	4	6	3	14	14	13
Maule	2	3	5	2	8	9	5	17	16
Maule Air Inc.	2	*	*	5	*	*	7	*	*
Mitsubishi	0	6	3	3	12	5	13	34	17
Mooney	15	12	18	30	32	59	78	83	131
Piper	70	64	131	152	192	312	343	459	781
Short	12	*	0	14	4	0	23	7	0
TOTAL	237	240	559	590	693	1,428	1,296	1,617	3,376

Parentheses show actual Embraer deliveries, not including aircraft kits.

† Fiscal year October 1 - September 30.

* Figures not available.

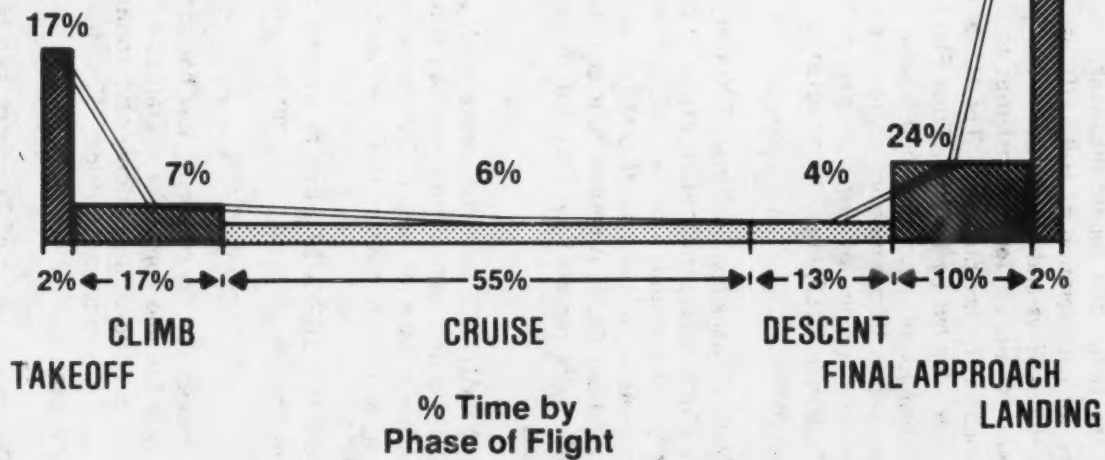
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Corporate Accident Exposure

1970 - 1983

% Accidents by % Time
by Phase of Flight

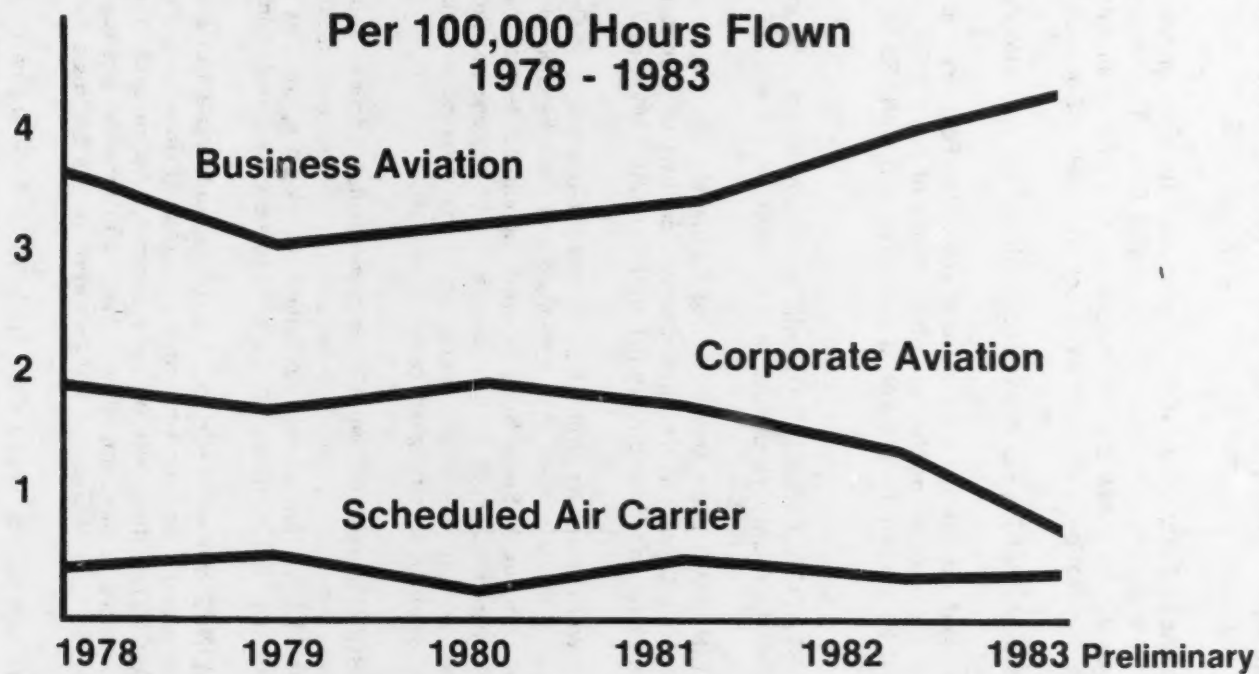
% Accidents by
Phase of Flight



Corporate Aviation Accident Review
Flight Safety Foundation
Robert E. Breiling, Vice President
SimuFlight Training International, Inc.

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Accident Rates



Source: FAA, NTSB